

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
HONGKONG WEEKLY-
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

ESTABLISHED 1857

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HONGKONG OFFICE: 10A, DES VOUY ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 9TH, 1910.

A few days ago we made some comments in this column on an interesting situation which had developed in Haiphong regarding Chinese official representation in Indo-China. The French have always resisted the demand of China to be officially represented in that territory, but have granted a measure of representation to the Chinese on the Municipal Council of Haiphong in much the same way as their interests are looked after in Hongkong by Chinese members on both the Sanitary Board and the Legislative Council. Not satisfied with that, a personage calling himself the "Official Representative of the Delegate for Foreign Affairs in Yunnan" has claimed to officially represent China in French territory, and, as stated before, the matter has been referred to Peking. Since the subject was mentioned by us, we have heard it urged that it would be advisable and beneficial were the Chinese Government to have a recognised agent in Hongkong. The problems which frequently arise in the commercial sphere would thereby be rendered more easy of solution, and it is contended that better and more intimate relations between the respective Governments would be fostered. The ideal is without doubt a laudable one, but experience suggests that the difference between the ideal and the actual would be too pronounced to afford the slightest reason for hope that such a scheme could ever

recommend itself to the Government of the Colony. An accredited agent of the Chinese Government, or of the Kwangtung Provincial Government, would, to all intents and purposes, be a glorified Chinese Consul, so that the latest proposal is practically the old one under a new guise. It is not supposed to aim at consular representation, but merely to establish facilities for consultation between accredited agents of the respective Governments. Whatever the name, the principle would be the same. To suggest that such a representative should be consulted by the Registrar-General and by the Hongkong Government in any course of action affecting Chinese is almost certain to provoke an unequivocal negative from the Hongkong Government. Were such a procedure followed the authority of the Hongkong Government would be weakened, and the creation of another authority within the Colonial Jurisdiction could only lead to constant irritation menacing to the peace of the Colony. The Registrar-General stands in the position of Protector of Chinese, and it is an eloquent tribute to the office and to its holder that the local Chinese have so clearly demonstrated their confidence in the Department. Were an accredited agent of the Chinese Government permitted here, his influence and protection would be asked when the control of the Colonial Government was likely to prove irksome to individuals, and instead of improving a state of affairs which is, perhaps, not altogether free from complaint, confusion would be rendered worse confounded. Such a representative would become a refuge for those persons who at present find it more convenient to quit the Colony, and authority being divided and therefore weakened Hongkong would suffer in every way. Unpalatable though it may be to the Chinese Government, it has to be realised that no scheme for its representation in Hongkong can be countenanced. The Chinese Government will always have its unrecognised agents in Hongkong, but that is a matter which does not concern us. However, with the ready communication between the Provincial Government and the Colonial Government, there should, without recourse to an arrangement which in addition to its unattractive aspect from the British point of view would add to the number of domiciliary problems, be little difficulty in settling any questions that may arise.

The incident in Indo-China also calls attention to a cognate subject. That is the participation of local Chinese in the government. In Hongkong the Chinese members of the Sanitary Board and the Legislative Council are nominated by the Governor-in-Council, but in Indo-China the elective principle is recognised. It is urged that the same principle should be applied to Hongkong, the Governor-in-Council having the right of approval. No objection is taken to the present members of the Sanitary Board or the Legislative Council. They are regarded as representative men of the Chinese community, but if they had behind them the expressed opinion of an electorate their opinions would possess more weight and their utterances would have a greater value. It is a subject that has been discussed before in Hongkong, and the difficulties are recognised. So far the chief obstacle seems to be the electorate. Should it be property owners, shopkeepers and foks, or should it be recognised heads of firms. It seems to us that a broad and at the same time satisfactory basis for the suffrage is provided by the street committees brought into existence to deal with the dumping evil. These committees, elected by the residents of the various areas of streets, might be constituted, with the dispensary committees and Tung Wah Hospital committee, the electorate to vote for representatives to the two bodies mentioned. In this way the Chinese community would have a more direct voice in administrative affairs which concern them, and even if they did not change the present personnel of their representation they would benefit by the greater interest manifested in local government.

Several cases of kidnapping of Chinese boys in the Colony have been reported to the police.

It is reported that the Russian troops at Vladivostok, which are now carrying on a series of flying experiments by aeroplanes, propose to undertake an aerial voyage as far as Harbin.

A typhoon warning received at the American Consulate-General, Hongkong, from the Manila Observatory at 12.00 p.m. yesterday reported a depression in the northern part of the China Sea, advancing westward.

The less-than property known as "Glen-thorne," Kimberley Road, Kowloon, was yesterday offered for sale by auction by Mr. G. P. Lammett at the sale room in Duddell Street. The bidding went up to \$18,500, at which figure it was bought in.

Mr. Leland Harrison, the second secretary of the American Legation at Peking, has been transferred to the American Embassy at London, and will leave shortly for his new post.

Sir Joseph Fayer reports to the police that while he was bathing at Little Saiwan Bay on Wednesday afternoon he lost from his finger a gold-finger ring set with a sapphire and other stones worth £15 15s.

Long service medals will be presented by His Excellency Sir Henry May to Captain Nicholson, Sergt. Major Gray and Sergt. Major Logan at a smoking concert to be held at the Volunteers Headquarters on October 1st.

On account of the difficulty of finding a competent successor for Lord Li Chang-fang, the Chinese Minister to the Court of St. James, the Waiwun has asked the throne to have Lord Li Chang-fang continued in his present position for the time being.

The s.s. *Nubia* arrived here yesterday with the crew of the wrecked cruiser *Bedford* on board. They will proceed home with this steamer which leaves Hongkong tomorrow. The s.s. *Empress of India* brought down Captain Fitzherbert, several of the officers, 110 men and five Chinese.

A large number of books, periodicals, magazines and illustrated papers are required for the use of the troops leaving here next month in the s.s. *Bhilla* for home. Any such literature will be gratefully received by the Acting Captain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Park Hotel.

The Chinese at Shanghai have discovered still another way of evading Municipal taxation, a house owner being convicted of having let a house as a godown for several months, although the house bore a "To Let" sign. He was yesterday ordered by the Mixed Court Magistrate to pay the arrears of taxes, as well as the taxes to the end of the present year.

The Provincial Government of Szechuen has, says a Shanghai contemporary, decided to improve the route between Szechuen and Tibet. They propose to open a new road from Chiamdo to Lhassa, a distance of 2,500 li. The road will have a width of 15 Chinese feet, which will be sufficient for two ox-wagons. The route will be useful for commercial and military purposes. The funds will be drawn from the Government Treasury.

Boxing is a sport liable to be misunderstood in Japan. We extract the following paragraph from the *Japan Gazette*:—A series of boxing matches were held on Honourable Road on the afternoon of the 25th August between blue-jackets from the U.S.S. *Charleston* and *Haribow* in port. These were mistaken by Japanese passers-by for a fracas. The matter having been reported to the Kojicho Police Station, some ten policemen were sent to the scene. As the result of examination the alleged fracas turned out to be a boxing tournament, but the assemblage of blue-jackets was dispersed by the police according to thoroughfare regulations.

COMEDY IN HONGKONG.

The Warwick Major Comedy Company followed their opening success with another triumph last night in the production of that most mirth-provoking play "Are you a Mason?" The two married men who "explained" to their wives many absences by the fact that they had been attending the Freemasons' lodge meeting provide most of the fun. Mr. Robert Stephenson, as Amos Bloodgood, had all the briskness necessary for the breezy father-in-law, and Mr. G. F. Story did well as the son-in-law, while Miss Minnie Rayner essayed the part of Mrs. Caroline Bloodgood very satisfactorily indeed. Miss Maudie Stewart Drewry and Miss Nina Osborne filled their respective parts with grace and charm. The latter showing the possession of exceptional vocal gifts. Mr. Kenneth Brampton as George Fisher masqueraded with success as a young girl, creating no end of fun, and Mr. Jess Sweet was very happy in the role of the Yorkshireman, while Mr. Reginald Rivington had a fine theatrical get-up as Hamilton Travers. Mr. Ronald Garland ably filled the part of Ernest Morrison, Miss Sweetie Dale was very funny as the cook Lotie, and Misses Maud Gould and G. Coleman were equal to the demands made upon them in minor roles. Miss George Corless did not have a place in the cast, but she contributed several musical numbers and was received with the cordially usually extended to her. The farce, on the whole, was admirably presented and thoroughly amused the audience.

THE WRECK OF THE "BEDFORD."

REFLOATING CONSIDERED IMPOSSIBLE.

The latest news from Japan regarding the wreck of H. M. S. *Bedford* is that the ship has listed five degrees to starboard. At high tide her upper deck is submerged. Huge rocks are penetrating into the engine-room, and in consequence there is no fear of the cruiser heeling over. Great difficulty will, however, be experienced in re-floating the cruiser. The bodies of those who were drowned in the engine-room have not been recovered. Attempts have been made to recover the bodies, but this has so far been impossible owing to the high seas and the consequent motion of the cruiser.

Another report says that the guns and other articles taken off the *Bedford* have been transferred to the Japanese warship *Idzumi*. The work of re-floating the cruiser is now considered almost impossible.

Only one man, an engine-room artificer, escaped from the flooded stokehold. He was carried to the top of the compartment by the water and managed to grasp a grating, afterwards scrambling to a hatchway and safety. Two of the victims, an artificer-engineer and a chief stoker, were married.

TELEGRAMS.

[Protected by the Telegraph Message
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THE U.S. CUSTOMS INCIDENT.

OBJECTIONABLE REGULATION
WITHDRAWN.

LONDON, September 8th.
An official reply from Washington states that a new consular circular, or rather a modification of the old one, is in preparation in deference to the protests of the British textile exporters, who complain of the possibility of American manufacturers appropriating trade secrets.

THE ALLEGED SPY.

LONDON, September 8th.
The name of the German subaltern arrested while sketching the fortifications at Portsmouth is Helm.
He has been remanded to Winchester Gaol.
He denies being a spy, and says he was sketching only for his own information.

DEATH OF HOLMAN-HUNT.

LONDON, September 8th.
The death is announced of Mr. William Holman-Hunt, O.M., D.C.L., the well-known painter, and one of the three founders of the Pre-Raphaelite Movement.

BRITISH TRADE RETURNS.

LARGE INCREASES.
LONDON, September 8th.
The increase in imports in August (as compared with the returns for August last year?) amounts to £3,619,413, and in the exports to £2,524,183.
The latter is represented principally by ships, iron, steel and cotton wool.

THE ST. LEGER.

LONDON, September 7th.
The St. Leger was run to-day at Doncaster with the following result:
Swinford ... 1
Bronzino ... 2
Lemberg ... 3
The betting was 9 to 4 against Swinford, 20 to 1 against Bronzino, and 5 to 4 on Lemberg.

THE INTERNATIONAL
ARBITRATION.

THE NEWFOUNDLAND FISHERIES
DISPUTE.
LONDON, September 7th.
The President of the Arbitration Tribunal sitting at The Hague to settle the Newfoundland Fisheries Dispute between the United States and Great Britain has delivered his award on the seven points submitted to the judgment of the Tribunal. Two of the most important are decided in favour of Great Britain, who thus obtains the power to make laws for regulating the fisheries without submitting them to the approval of the United States.

PERSIAN REFORMS.

LONDON, September 7th.
From Tehran it is reported that the Mejliss had decided almost unanimously to employ American financial advisers instead of French as previously agreed.

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Palatena* is expected to arrive at Colombo on the 14th inst. at noon.
The Silk exp. G.P.E. Co.'s str. *Empress of Japan*, which left here on the 6th ult., arrived in New York on the 4th inst.
The P.M. str. *Siberia*, which left here on the 6th ult., arrived at San Francisco on the 4th inst.

SUPREME COURT.

Thursday, September 8th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

A DEAF AND DUMB DEFENDANT.

The action was continued between S. A. Marican, proprietor of the Dragon Cycle Co., and Chin Pak Ngok, in which the plaintiff sought to recover \$7,771.85, part of which was due for goods sold and delivered; \$500 of which was the purchase price of a horse sold to defendant in July, 1908; and the remainder for interest at the rate of eight per cent. per annum.

Defendant, in his counterclaim, asked that an account be taken of all dealings and transactions between the plaintiff and defendant, and the amounts charged the defendant by the plaintiff in such dealings and transactions; and of all monies paid by defendant to plaintiff and had and received by plaintiff on behalf of the defendant; and that the plaintiff be ordered to pay to the defendant such sum of money, if any, as shall be found to be due to the defendant. Defendant also asked for return of a "Richard Brosier" motor car; damages for the conversion of same; further or other relief; and costs.

Mr. M. W. Slade, K.C., instructed by Mr. C. E. H. Beavis, (of Messrs. Wilkinson & Grist), appeared for the plaintiff, and defendant was represented by Mr. C. E. Alabaster, instructed by Mr. Hinds (of Messrs. Brutton & Hett).

Mr. Alabaster, in opening the defence, referred to the Daimler motor car ordered by defendant and seized by Marican. Plaintiff had told the Court that Mr. Knox was travelling in Europe, and even if the defendant had tendered \$2,000, plaintiff could not possibly, without committing another trespass, have returned the car. The car now belonged to Mr. Knox.

Mr. Slade—Your case is that it does not. Mr. Alabaster—The car is ours. You took it from us and sold it to Mr. Knox. It is the most extraordinary piece of high-handed action that I have ever heard of.

Mr. Slade—Your action was low-handed because you did not pay.

Mr. Alabaster—We are not going to pay you. We are entitled to the return of our car whether we pay \$2,000 or not. There can be no defence to our claim for that car. We are entitled to have it now, and they won't give it to us.

Mr. Slade—You never asked for it.

Mr. Alabaster—We have demanded it in our counterclaim, and they ought to have sent it at once. We are entitled to very heavy damages for the conversion of that car. No question of a lien can come in whatever.

His Lordship—The damages wouldn't be anything.

Mr. Alabaster—Why not?

His Lordship—Because it was seized for rent.

Mr. Alabaster—It didn't justify a total stranger paying off a distress of a very small amount and keeping the whole of the property distrained to the value of \$7,000.

His Lordship—What would have been the position of affairs supposing the plaintiff had not seized the car? It would have been seized by the landlord for rent, put up to auction for what it would fetch, and the balance—

Mr. Alabaster—The balance, after paying \$21 odd, would have been returned to the defendant.

His Lordship—Of which he would then have been liable to pay \$2,000 to Marican. That is the position of affairs.

Mr. Alabaster—Marican had a claim against us for \$2,000, but that does not justify him seizing some of our property and satisfying the claim out of it.

His Lordship—I confess I don't see that your damage is very much.

Mr. Alabaster—He seized our car for a debt which anybody before the actual distress took place, might have paid off for us, and we would have lost the car. Marican committed a trespass in taking the car, for he had no instructions to go and see the condition of that car.

His Lordship—On the other hand, he was in the position of having guaranteed \$2,000 on the car. I cannot help thinking that a jury would find that he was quite justified in protecting himself. He guaranteed the defendant's promissory note for \$2,000 in favour of the car and he found the car going to wreck and ruin.

Mr. Alabaster—So he bagged it.

His Lordship—It was left a month without being looked after. He took it to relieve himself of the liability which he had incurred by guaranteeing the owner of the car.

Mr. Alabaster—He levies his own execution without obtaining judgment.

His Lordship—I still think your damages for conversion would not be more than a farthing.

Mr. Alabaster—A document has just been put into my hands which if I had had before I should like to have put to Marican.

His Lordship—I'm afraid I cannot allow that if you want it in make a definite application afterwards.

Mr. Alabaster—Your Lordship is looking at the facts. In law I am entitled to damages.

His Lordship—The damages would be nominal.

Mr. Alabaster—If nominal damages were given for such a trespass everybody would know that without the expense of going to law they could levy their own execution.

His Lordship—That is another matter. That I am puzzled about.

Mr. Alabaster said the plaintiff ought to have gone to law and got judgment, and got the car under an execution. Instead of that he committed a tortious act. He levied his own execution, seized the car, and the defendant was entitled to damages. It was suggested that having got

the car plaintiff had a lien on it, but there could be no lien for a great number of reasons. It was absolutely settled law that there could be no lien where the property had not been taken lawfully. He had pleaded that defendant was an expectant, not necessarily an heir-at-law, but an expectant.

His Lordship—His father is dead, and according to Chinese law, unless you prove the contrary, he was in fact the owner of his share.

Mr. Alabaster—Not during his mother's life. Plaintiff said he was the son of a rich father, and that he attempted to get payment out of the mother.

His Lordship—Why do you harp on expectations?

Mr. Alabaster—Because that is a word used in a great many cases. This man has general expectations on his mother's death.

His Lordship—Unless you show me to the contrary, this man came into the rights to his property after his father's death.

Mr. Alabaster—That does not prevent other members of his family being extremely rich, and it does not prevent him from having expectations from them. The man is deaf and dumb, and practically illiterate. Such people come within the same principles of equity as expectant heirs in the correct sense of the word.

His Lordship—If a man who is the owner of property chooses to make bargains you may call reckless, why is he to be prevented by principles of equity?

Mr. Alabaster referred his Lordship to a number of cases in support of his contention.

His Lordship—The only possible way you can bring those cases in is by contending that he did not understand what he was doing.

Mr. Alabaster—I have proved that I am one of the classes who require to have my contract reviewed. I have proved that my client was deaf and dumb from birth, and I have also proved that being a young man only recently come of age he has suddenly, in the space of one year, developed an enormously extraordinary passion for motor cars. He bought a car in 1907 and paid for it, and in 1908 he bought four. The fact that the man is deaf and dumb entitled him to protection, and entitles him to have his transactions reviewed by the Court.

His Lordship—I want you to deal with the evidence of his intelligence.

Mr. Alabaster—I am not pleading insanity, my Lord, but he did not and could not have understood all these transactions.

His Lordship—It seems to me the evidence is pretty strong that he did understand. That is the point you have to deal with.

Mr. Alabaster—I submit that he did not and could not. In the first place, plaintiff has called neither of the interpreters, and it is for him to prove that these contracts were made.

His Lordship—The evidence of Mr. Smith and Mr. Dennis seems to be fairly strong on that point.

Mr. Alabaster said it had not been proved in the best way such a thing could have been proved, by calling somebody who understood his language, although it was admitted that there were two persons in existence who did. That was the only way the assent of a deaf and dumb man could be properly proved.

The hearing was again adjourned.

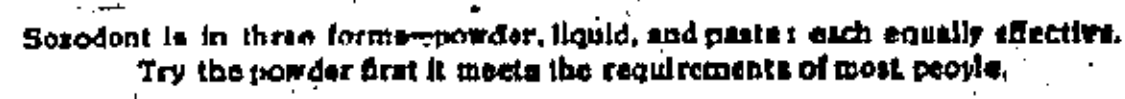
RETIREMENT OF A SHANGHAI
MERCHANT.

Among the passengers who left Shanghai for Europe on the N.D.L. *Goeben* was Mr. O. Meuser, one of the oldest German residents in China, who is returning to Germany to settle down with his family after a long and active association with Shanghai. Mr. Meuser, the N.O. *Daily News* says, first came to China in 1875 to join the firm of Hesse & Co., of Canton. After a few years in South China he came North, to enter the firm of Adamson, Bell & Co., in whose service he rose to a leading position. He retired in the late 'nineties, when the firm was incorporated with Dodwell & Co., and became a partner in the well-known firm of Rhodes & Co. He identified himself in many ways with the social, sporting and administrative aspects of Settlement life. In his younger days Mr. Meuser was an enthusiastic rowing man. He rowed in numerous German fours, and on several occasions was a member of a winning crew in the regattas.

Among the German community he will long be remembered, both for his interest in the German school, an interest which never flagged from its foundation in April, 1895, until the present day—and for his long connection with the Municipal Council, upon which he sat as German member first in the 'nineties, and uninterruptedly since 1901. He was Vice-Chairman during several terms of office, but it was chiefly as a member of the Public Works Committee that his services were most valuable. Mr. Meuser's principal recreation was a long walk daily, and he turned his walks to account by visiting the sites of public works and improvement, so that he was always able to give advice from his own personal knowledge when occasion arose. His departure will leave a gap in the community which it will be hard to fill, though none will grudge him his well-earned rest. Numerous friends, including members of the Council and of the Council's staff, were present on the jetty to bid him farewell.

TIPPING AN M.P.

An amusing incident occurred in the Lobby at Westminster last month. A well-known Scottish Liberal member saw a small company of Japanese visitors in the central hall. They appeared to be very forlorn. No member looked their way, and they had no ticket. "Can I?" he said, "be of any assistance to you?" He was assured that he could. They ardently desired to see their allies at work in Parliament and to see where they smoked and gossiped. The member at once took them in charge, and for a good hour the company had the best of times. Then they all returned to the central hall. Nothing remained but to say good-by. There was a shaking of hands and much fraternal expression, for the friendly guide is a great man in the promotion of international goodwill. Finally one of the visitors approached him and gave expression once again to the sense of their indebtedness. He did more. As he shook hands he left a florin in the good man's palm to damages. It was suggested that having got



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SINGAPORE, August 25.

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15/ paid	Alor-Pongau			2/ paid	Malacca Ordinary	10.50	
2/ 1/2	Anglo-Johore			2/ 1/2	Merlimau	7/6	
17/6	Anglo-Malay	18.0	35%	2/ 1/2	Merton Syndicate		
2/ 1/2	Bakap			2/ 1/2	Mount Austin		
2/ 1/2	Batu Caves	17.10.0	35%	2/ 1/2	Narborough Est.		
2/ 1/2	Batu Kawan			2/ 1/2	North Hammock		10% int. '00
2/ 1/2	Batu Tiga	5.12.6		2/ 1/2	Padang Jawa		
2/ 1/2	Berangan Selangor			2/ 1/2	Padaung Johore		
2/ 1/2	Bernam			2/ 1/2	Pekoh	3.10.0	50%
2/ 1/2	Do. Ordinary		3%	2/ 1/2	Pelabuhan (Johore)		10%
2/ 1/2	Bidor			2/ 1/2	Pengkajene	6.5.0	42%
2/ 1/2	B'lands Selangor			2/ 1/2	Peneiro Est.		10%
2/ 1/2	Bukit Clon	3.5.0		2/ 1/2	Ratanui		
2/ 1/2	Bukit Kajang	2.10.0pm		2/ 1/2	Rembia	10/6 pm	
2/ 1/2	Bukit Mertajam			2/ 1/2	R. Est. of Krian		
2/ 1/2	Bukit Selangor	20.0.0	100%	2/ 1/2	R. of Johore	16.10.0	
2/ 1/2	Castledale	6.7.6		2/ 1/2	Saga	7.15.0	15%
2/ 1/2	Changkat Salak R. and Tin			2/ 1/2	Selangor	3.16.0	76%
2/ 1/2	Chersonese	4/9		2/ 1/2	Selekar Rubber		
2/ 1/2	Choriot			2/ 1/2	Sempah	2.2.8 pm	
2/ 1/2	Cocely Ordinary	2.12.6	135%	2/ 1/2	Seremban		
2/ 1/2	Do. Preferred	2.12.6	140%	2/ 1/2	Serongkong	4.2.0	10%
2/ 1/2	Consol. Malay	1.10.6	80%	2/ 1/2	Shelford		
2/ 1/2	Damanasara	9.0.0	50%	2/ 1/2	Signiting (N. S.)	3.17.5	
2/ 1/2	Dennistown			2/ 1/2	Singapore Para	8/-	7 1/2%
2/ 1/2	Enbi Selangor	16/-	15%	2/ 1/2	Strait (Berm.)		
2/ 1/2	Fed. Selangor	12 1/2%	10%	2/ 1/2	Strathmore R.	5.10.0	
2/ 1/2	Gua Koo R. Est.			2/ 1/2	Sungei Bahr	16/-	32 1/2%
2/ 1/2	Garing (Malacca)	6.15.0	25%	2/ 1/2	Sungei Choh		
2/ 1/2	Golconda	6.6.9	10%	2/ 1/2	Sungei Kapar		
2/ 1/2	Gulua-Kalumpung	16.5.0	50%	2/ 1/2	Sungei Krait		
2/ 1/2	H. and Lowlands			2/ 1/2	Sungei Liang		
2/ 1/2	Inch Kenneth			2/ 1/2	Sungei Sakak	4.17.6	
2/ 1/2	Johore Para			2/ 1/2	Sungei Way	6.12.8	
2/ 1/2	Johore R. Lands			2/ 1/2	Tangkah		
2/ 1/2	Jong-Lander			2/ 1/2	Third Mile		
2/ 1/2	Jugra (Ordinary)		40%	2/ 1/2	Tremelby		
2/ 1/2	Juru Estates			2/ 1/2	Utd. Sta. Betong		
2/ 1/2	K'pong Kuantan	7/- pm		2/ 1/2	Val d'Or Est.		
2/ 1/2	Kamunting			2/ 1/2	Vallambrosa	2.13.0	250%
2/ 1/2	Kapar Para	10.5.0	10%	2/ 1/2			
2/ 1/2	Kellias			2/ 1/2	Trust and Finance Companies.		
2/ 1/2	Killinghall			2/ 1/2	Anglo-Strait R. T.		
2/ 1/2	Kinta Kollas			2/ 1/2	Eastern Internat. Trust		
2/ 1/2	Kluang			2/ 1/2	Mid-East Invest		
2/ 1/2	Kluang-Kollas			2/ 1/2	Rubber Plants. Invest. Trust		20%
2/ 1/2	Kota Tinggi	3/6		2/ 1/2	R. Share Trust		
2/ 1/2	Kuala Lumpur	10.5.0	30% int. '00	2/ 1/2	Strait M. & Trust		
2/ 1/2	Kuala Pahang	20/-	25%	2/ 1/2	India, Ceylon, Borneo, Java and Sumatra.		
2/ 1/2	Kuala Selangor	6.0.0 pm	27 1/2%	2/ 1/2	Anglo-Java		
2/ 1/2	Labu	4.0.0	17 1/2%	2/ 1/2	Asahan (Sumatra)		
2/ 1/2	Ledbury	2.12.0pm		2/ 1/2	Beaufort		
2/ 1/2	Lendu			2/ 1/2	Central Sumatra		
2/ 1/2	Linggi	2.19.6	50%	2/ 1/2	Indian Peninsula		
2/ 1/2	Lundon Asiatic	15/-		2/ 1/2	Java Amalgam		
2/ 1/2	Lumut Est.	27/6		2/ 1/2	Kimania		
2/ 1/2	Madang Est.			2/ 1/2	Langkon		
2/ 1/2	Malacca 7 1/2 Cum. Participating Pref	10.5.0	10%	2/ 1/2	Manchester		

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Comdr. E. G. Washington, Hongkong.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.

Comdr. E. H. Donovan, Shanghai.

Cadmus, British sloop, 1,070 tons, 1,400 h.p.,

Lieut. Comdr. H. L. P. Heard, Hongkong.

Cherwell, water tank tender, 390 tons, 1,100 h.p.,

Master, W. Smith, Hongkong.

Chio, British sloop, 1,070 tons, 1,400 h.p.,

Comdr. C. T. Barrett, Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 6

guns, 5,700 h.p., Lt. Comdr. C. E. Lloyd

Thomas, Hongkong.

Flora, 2nd class cruiser, 4,350 tons, 10 guns,

7,000 h.p., Captain J. Nicholas, Nagasaki.

Handy, torpedo-boat destroyer, 295 tons, 6

guns, 5,000 h.p., Lt. Comdr. E. J. D. Gay,

V.O. C.M.G., Capt. S. J. Farquhar, Nagasaki.

Hart, torpedo-boat destroyer, 295 tons, 6 guns,

4,800 h.p., Lieut. Comdr. H. S. Moore, Nagasaki.

Janus, torpedo-boat destroyer, 320 tons, 6 guns,

5,900 h.p., Lt. Comdr. G. C. Heathcote, Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns,

L.H.P. 22,000, Capt. S. J. Farquhar, Nagasaki.

Kinah, river gunboat, 615 tons, 1,100 h.p.,

Lieut. Comdr. T. J. S. Lyons, Yangtze.

Marlin, surveying ship, 1,070 tons, 6 guns, 1,400

h.p., Capt. E. C. Learmonth, Kidat, B.N.

Borneo.

Minotaur, armoured cruiser (flagship), Vice-

Admiral Sir A. L. Wilsor, K.C.B.,

C.V.O. C.M.G., 14,600 tons, 1,100 h.p.,

Capt. G. C. Cayley, Nagasaki.

Monmouth, armoured cruiser, 9,800 tons, 14

guns, 22,000, Capt. L. E. Power, M.V.O., Nagasaki.

Moonah, river gunboat, 150 tons, 2 guns,

1,800 h.p., Lieut. Comdr. G. P. Leish,

West River.

Nightingale, river gunboat, 85 tons, 240 h.p.,

Lt. Comdr. Claude Hillier, Woodward,

R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns,

6,500 h.p., Comdr. E. Stevenson, Nagasaki.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,

Lieut. Comdr. W. C. L. Lyons, Yangtze.

Sandpiper, river gunboat, 85 tons, 2 guns, 240

h.p., Lieut. Comdr. E. J. B. Southby,

Canton.

Ship, river gunboat, 85 tons, 2 guns, 240 h.p.,

Lieut. Comdr. John Michael Barker, Yang-

tze.

Taku, torpedo boat destroyer, 365 tons, 1,100

h.p., Gunner W. Harlow, R.N., Hong-

kong.

Tamar, receiving ship, 4,650 tons, 6 guns,

Commodore, Hongkong.

Tees, river gunboat, 180 tons, 2 guns, 1,100 h.p.,

Lieut. Comdr. R. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut.

Comdr. M. H. Baillie Hamilton, Yangtze.

Vivago, torpedo-boat destroyer, 395 tons, 6 guns,

6,500 h.p., Lieut. Comdr. C. E. Lloyd,

Thomas, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p.,

Lieut. Comdr. R. L. Hancock, Straits

Settlements.

Whiting, torpedo-boat destroyer, 360 tons, 6

guns, 5,500 h.p., Lieut. Comdr. G. D.

Hardford, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.,

Lt. Comdr. M. H. Willing, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,

Lieut. Comdr. B. R. Brooke, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,

Lieut. Comdr. G. F. A. Mulock, Yangtze.

AUSTRIAN.

Kaiserin Elisabeth, Austrian protected cruiser,

4,900 tons, 12 guns, 10,000 h.p.,

Northern Waters.

Panther, third class cruiser, 1,580 tons, 12

guns, 10,000 h.p., Commander Theodor. Skerl Edl. von

Schmidheim.

FRENCH.

Achilles, armoured gunboat, 1,830 tons, 9 guns,

1,700 h.p., Lieut. Comdr. Saigon.

Alger, 2nd class cruiser, 4,350 tons, 10 guns,

5,100 h.p., Commander Fourrier, Hong-

kong.

Alouette, gunboat, 506 tons, 7 guns, 400 h.p.,

Commander Badin, Saigon.

Argus, river gunboat, 180 tons, 6 guns, 570 h.p.,

Lieut. Audouard.

Baionnette, gunboat.

Cimeterre, gunboat, 140 tons, Reserve, Saigon.

Carondelet, gunboat, 184 tons, Reserve, Saigon.

Dédale, gunboat, 630 tons, 10 guns, 900 h.p.,

Lieut. de Lamoignon, Shanghai.

Duplex, armoured cruiser, 1,578 tons, 26 guns,

17,000 h.p.

Desaix, armoured cruiser, 1,578 tons, 26 guns,

17,000 h.p.

D'Estaing, gunboat, 141 tons, Reserve, Haiphong.

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut.

Comdr. Saigon.

Fronde, destroyer, 390 tons, 7 guns, 6,300 h.p.,

Saigon.

Henri Béra, river gunboat, 150 tons, 6 guns,

150 h.p., Haiphong.

Lynx, sub-marine, 70 tons, 60 h.p., Lieut. Mar-

seille.

Montcalm, armoured cruiser, 1,900 tons, 9

guns, 19,000 h.p., Bear Admiral

de la Croix de Castries (Commander-in-

Chief).

Manche, surveying-ship, 1,325 tons, 10 guns,

800 h.p., Commander Harpof de la Touche,

Saigon.

Monarque, destroyer, 300 tons, 7 guns, 6,300

h.p., Commander de la Roche-Grandmaison,

Saigon.

Oly, river gunboat, 170 tons, 6 guns, 500 h.p.,

Lieut. de Meuderville, Upper Yangtze.

Pelle, river gunboat, 130 tons, 4 guns, 230 h.p.,

Lieut. Paoli, Tongku.

Perle, sub-marine, 70 tons, 60 h.p., Lieut. Mon-

nier, Saigon.

Pistol, destroyer, 300 tons, 7 guns, 7,000 h.p.,

Commander Mortenol, Hongkong.

Protée, sub-marine, 70 tons, 60 h.p., Lieut

Mortin, Saigon.

Redoutable, battleship (reserve), 9,330 tons,

DOOM OF THE "HOBBLE."

LADY DUFF-GORDON'S NEW ORIENTAL FASHIONS.

DRESS REVOLT.

It has been decreed that women of fashion are to be attired in new garb. Women with real souls for dress are to be clothed as was Asmodeus, who looked out of her lattice on Jellum River, or that mysterious Thon who sang beside the anemone in the Persian wilderness. Mrs. Lucile has decreed it.

Mrs. Lucile—Lady Duff-Gordon—whose genius invented the dress and the emerald gown, has gone to the East for her latest inspiration. And it is to be hoped that the incarnation of her new ideas may herald the doom of that atrocious, the "hobble" skirt.

It was the "hobble" skirt—which represents Parisian fashion at its very worst—which caused Lady Duff-Gordon to seek for a more virile and virginal to the present mode. For a while she sought in vain; it was, indeed, the most chance that gave this great creator of fashions her present happy thought.

She was passing through the Japanese Exhibition when she happened on a little shop which was stocked with Eastern robes and Eastern carvings. She paused and there—before her eyes—she saw a vision of the East—a vision in which there passed to and fro women, graceful and modest and womanly.

In her vision Mrs. Lucile beheld women who were clad with simplicity that was in itself an elegance. She saw women in clinging garments which were beautiful, because they followed quite simply and naturally the lines of the forms they draped. On the instant she decided that she would dress the women of fashion as women are dressed in the East.

THE NATURAL GOWN.

Without a moment's hesitation she hurried home to elaborate her new-found idea. On the way she passed before the tableaux which show the costumes which the Japanese wore many centuries before the birth of Christ. The sight of these tableaux set the seal on her decision. She saw that there was practically no difference in the dress of the women of Japan 2,000 years ago and the women of Japan to-day.

"And those garments have endured," she cried to a newspaper representative yesterday, "because their lines were right! They could not possibly be improved on. They have lasted because they are ideal, and they are ideal because they are natural."

So Mrs. Lucile hastened back to Hanover Square and looked herself into the room in which she evolves those wonderful ideas of hers in dress which none besides herself can compass. First she looked at the little girl-forms in the dress which she had seen in the picture on the wall, which show fair women in every conceivable kind of garb, from the trailing robes of Greece to the dainty, clinging, and almost clinging robes from Assyria to the East.

Mrs. Lucile hung all this jumble of clothes on a stand, and then set down on a little Louis XV. chair to think. And she thought to amazing purpose. Yesterday she displayed what must be the most astonishing gown that has ever been fashioned in London.

CREATION OF WONDER.

The details of this remarkable dress must not be given. They are Mrs. Lucile's secret for the while, but something may be said of the general impression the gown created. It was, as a matter of fact, all in blue and black. It was hung on to the model who wore it by pins and stay stitches, and yet the general effect robbed one of one's breath.

A girl, very tall and slim and straight and stately, with a pale face, vivid with scarlet lips and eyes full of shimmering fire that even Cleopatra might have envied, trailed into the room. The girl was like a mummy of some Pharaoh's wife—revivified and beautified and fresh, a breathing living thing of loveliness and mystery. The amazing part of the apparition was that she was dressed as though for the street in plain purple cloth. She wore, to all intents and purposes, what was a coat and a skirt. But the coat and skirt combined conveyed the impression that she had simply been swathed in some soft and delicate robe.

A little touch of Mrs. Lucile's hand and the whole of the outer garment fell away, and the girl then stood forth in a purple garment which might have been the shroud of some mummy, lightened by all the grace of Greece and all the chic of Paris.

Then Mrs. Lucile restored the coat and skirt, which were cut like a coat and skirt, and yet seemed to be but a wrapping. Round the collar of the coat, and as a chemise, was embroidery, worked in the startling, almost crude colours which one can see alone in Moscow, which is the border line between East and West.

"You see the idea?" asked Mrs. Lucile, as she dismissed the girl.

"That is one idea," she continued, "but I have many. For the street I am making Cosack coats. I saw Cosack coats quite openly, because nobody can make the Cosack coats which I have thought of."

"For the house I am going to make gowns which would not have been out of place in an old temple of Isis or in ancient Assyria or in Babylon. But always I am going to be faithful to the idea that the gowns must follow the lines of the body. I am going to make gowns now which will be the very essence of womanhood. They will be so soft and subtle, so tender, that they will instinctively appeal to man's sense of protection. I am going to make gowns which will stand for woman incarnate."

IDEALS FOR THE IDEAL.

For a while Mrs. Lucile stood apart looking thoughtfully at a Persian robe of gleaming green silk.

Then she began to search amid piles of material. She pulled out a curtain. Against the curtain, which at first sight appeared crude, and on which were strange devices and weird figures, she placed a flaming mass of cornflower-blue chiffon.

"What a gown!" she cried. "What a gown! I see I have the chiffon for the dress, and I cut out this queer little mannequin here, place it on the bust, and the whole thing stands out distinctive and strange, almost majestic."

"But surely," said the representative of the Express, "it will be impossible for everybody to wear this sort of gown?"

Mrs. Lucile's eyes flashed.

"Of course," she cried, "of course." For once I am going to make it impossible for other people to follow me.

"I have been accused," she continued, "of inventing the 'hobble' skirt. I can prove that that is untrue. I designed the dresses for the 'Arcadians.' They were rather curious dresses,

suited to a quaint place. Paris heard that I had designed them, and many people came over from Paris to see them, with the result that there was placed on the streets what was only intended for a theatre."

"And here let me say that a really beautiful gown should be only worn by really beautiful people."

"If it is accepted that my gowns are the height of fashion, then I can only say to the majority of women that they should not attempt to be in the fashion. To me a beautiful woman is simply part of a picture which can be made complete by beautiful dresses."

"Really, I think that the beautiful women of the world should be set apart and dressed in an entirely different way from the average run of their sisters. With a really beautiful subject one can achieve results which are quite impossible with an ordinary person. And the paradoxical part of it is that you can be quite beautiful even though you are plain so long as you are slim. Stout people and middle-aged people should give up the hopeless task of attempting to compete with women who are really beautiful."

"Stout and middle-aged women should never be dressed in the height of fashion. They should create fashions of their own which suit themselves. Then they can be always attractive and charming. For myself, I always work along these lines."

"But oh," cried Madame, throwing wide her arms in an ecstasy, "what a delight it is to be able to dress a really perfect creature. Then one can do anything. No dress can make a really beautiful woman ugly, and a dress that is akin to her nature and her features and her lines can double her beauty."

Mrs. Lucile turned away and thoughtfully picked up some stray odds and ends of chiffon and silk. And in five minutes—quite lost to the world in her dreams of dress—she had stitched up a frock which was not a frock but a poem. Then she went out into Hanover Square and entered the most magnificent motor-car in London and drove home.—Daily Express.

LADY'S REMARKABLE SHOOTING.

WORLD'S RECORD AT BIRLEW.

What is regarded by marksmen as a marvellous score was made by Mrs. Chapman, of Staines, at Birley last month. Firing amongst 00 competitors in the London and Middlesex Counties Rifle Association competition she headed the list with a fine score of 103 out of 105. Under any circumstances this total would do credit to the best of marksmen, and it is all the more remarkable as being accomplished in open competition by a lady. The shot for shot figures are given below:

200 yards, sighted shot, 4.	5 5 5 5 5 5 5 5	35
500 yards, do.	5 5 5 5 5 5 5 5	31
600 yards, do.	5 5 5 5 5 5 5 5	34
Total		103

In Mrs. Chapman's twenty-four rounds she only missed the bullseye three times, and she has created a new world's record, having made three points more than any lady has ever before compiled in open competition with a service rifle. Apparently it was a ladies' day, for Miss Ellen S. Seaton made a good 99, and Miss Alice Holmes recorded a creditable 82.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 8th at 11.55 a.m.—The depression which reached the coast of Kishu near Nagasaki yesterday afternoon appears to be filling up over W. Japan.

The barometer has risen at almost all stations—considerably over the Loochees and E. Japan, and moderately over the E. coast of China, Formosa and Luzon. Over Anam there is little change, and apparently a depression has developed in the low pressure trough to the Eastward of the Philippines.

It is probably moving Westward. Pressure is high over the Pacific in the neighbourhood of the Bonins, and also over Manchuria and N.E. Japan.

Fresh to strong N.E. and E. winds may be expected over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. & E. winds, fresh to strong; cloudy, squally.
Formosa Channel	N.E. wind, fresh.
South coast of China between Hongkong and Loochees	Same as No. 1.
South coast of China between Hongkong and Hainan	N.E. winds, strong.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NURIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 10th inst.
LONDON, &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 17th inst., at Noon.
HAVRE, BREMEN & HAMBURG, &c.	SPEZIA	Ger. str.	k. w.	Fuss	HAMBURG-AMERICA LINE	To-day.
HAVRE, BREMEN & HAMBURG, &c.	YEDDO	Dan. str.	—	Knaissel	MELCHERS & Co.	To-morrow.
HAVRE, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 14th inst.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 2nd Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	VILLE DE LA COTE	Frans. str.	—	Barillon	HAMBURG-AMERICA LINE	On 11th Oct.
MARSEILLES, &c. VIA PORTS OF CALL.	MYAZAKI MARU	Jap. str.	—	T. Marai	NIPPON YUSEN KAISHA	On 13th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CARANTONSHIRE	Brit. str.	—	Gregory	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 28th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMURIA	Ger. str.	k. w.	Doitani	HAMBURG-AMERICA LINE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 12th Oct., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAEISZ	Ger. str.	k. w.	Knaissel	HAMBURG-AMERICA LINE	On 23rd Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VORWAERTS	Aus. str.	—	R. Bodnarz	SANDER, WIELER & Co.	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUELOW	Ger. str.	—	H. Fomes	MELCHERS & Co.	On 21st inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAINT PATRICK	Brit. str.	—	F. S. Cowley	DOUGELL & Co., Ltd.	About 10th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUVERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EXPRESS OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTAGUE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PANAMA MARU	Jap. str.	—	T. Ogata	OSAKA SHOSHEN KAISHA	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 11th Oct., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 22nd Oct., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 11th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th Oct., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Frazer	NIPPON YUSEN KAISHA	On 15th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	COBLENZ	Ger. str.	—	H. Raegenauer	MELCHERS & Co.	About 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOYAMA	Dut. str.	—	Bouman	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGSHING	Brit. str.	—	W. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAMSANG	Brit. str.	—	M. B. Lako	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRANQUERAR	Dan. str.	—	—	MELCHERS & Co.	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ANQUI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAKRA	Frans. str.	—	Bistorcelli	MESSAGERIES MARITIMES	On 12th inst., P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON MARU	Jap. str.	—	Fred. Pyne	NIPPON YUSEN KAISHA	On 14th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUJUN MARU	Jap. str.	—	F. Puseno	OSAKA SHOSHEN KAISHA	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	About 15th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	About 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	—	C. R. Longdon, R.N.R.	MELCHERS & Co.	About 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAEISZ	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARMENIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 6th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YIN KWONG	Dut. str.	—	A. Pander	JAVA-CHINA-JAPAN LINE	Quick despatch
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SOHUN MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	JOSHIN MARU	Jap. str.	—	H. Murayama	OSAKA SHOSHEN KAISHA	On 11th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HATTAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFFRAIK & Co.	To-day, at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HUICHOW	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFFRAIK & Co.	On 11th inst., at 11 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFFRAIK & Co.	On 13th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFFRAIK & Co.	On 15th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YUENSANG	Brit. str.	—	P. H. Reids	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	RUBI	Brit. str.	—	R. Bodger	SHEWAN TOMES & Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ZAFIRO	Brit. str.	—	A. Fraser	SHEWAN TOMES & Co.	On 17th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUNGKIANG	Brit. str.	k. w.	H. A. Harvis	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & Co.	End of Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOSA MARU	Jap. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CAPRI	Ital. str.	—	Moresco	CARLOWITZ & Co.	On 13th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIGHTNING	Brit. str.	—	E. P. Smith	DANIEL BASSON & Co., Ltd.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FOOKSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TULATAP	Dut. str.	—	Zwart	JAYA-CHINA-JAPAN LINE	Quick despatch.

SHIPPING.

ARRIVALS.
 Anshu, British str., 1,350, J. B. Harris, 8th Sept.—Shanghai 4th September, General—Butterfield & Swire.
 Cowrie, British str., 3,055, J. Falls, 7th Sept.—Singapore 1st Sept., K. Brown—Oil—Asiatic Petroleum & Co.
 EMPRESS OF INDIA, British str., 5,940, S. Robinson, 8th Sept.—Vancouver, B.C., 17th August, Mads and General—Canadian Pacific Railway Co.
 PATRANG, British str., 1,010, H. Malkin, 8th Sept.—Cheriton and Java 29th August, Sugar—Jardine, Matheson & Co.
 FOOKSANG, British str., 1,987, T. A. Mitchell, 8th Sept.—Kobe via Moji 3rd September, General—Jardine, Matheson & Co.
 HAITAN, British str., 1,135, J. W. Evans, 8th Sept.—Coast Ports 7th Sept., General—Douglas, LaPrall & Co.
 HANPI, French str., 539, J. Pannier, 8th Sept.—Haiphong 4th and Hellow 7th Sept., General—A. B. Marly.
 MATHILDE, German str., 831, Chr. Uldrup, 8th Sept.—General and Pigs—Jensen & Co.
 NUBIA, British str., 7,000, F. J. Fox, 8th Sept.—Yokohama 2nd Sept., General—P. & O. S. N. Co.
 TRIGONIA, Dutch str., 1,070, Van Oppen, 7th Sept.—Singapore and Amoy 5th Sept., Kerosene Oil—Asiatic Petroleum & Co.
 YU SHUN, Chinese str., 8th Sept.—Canton.

CLEARANCES.
 AT THE HARBOR MASTER'S OFFICE.
 8th September.
 Fukui Maru, Japanese str., for Kobe.
 Haitan, British str., for Swatow.
 Lightning, British str., for Singapore.
 Namsang, British str., for Shanghai.
 Sambia, German str., for Haiphong.
 Sungkang, British str., for Amoy.
 Trigonita, Dutch str., for Singapore.

DEPARTURES.
 8th September.
 ALESIA, German str., for Shanghai.
 AMIGO, German str., for Swatow.
 ANHUI, British str., for Canton.
 C. DIEDERICHSEN, German str., for Hoihow.
 CHINHA, British str., for Shanghai.
 COLOMBO MARU, Jap. str., for Singapore.
 Cowrie, British str., for Shanghai.
 HONGKONG, French str., for Haiphong.
 KAGA MARU, Japanese str., for Moji.
 MENELAUS, British str., from Shanghai.
 NANCHANG, British str., for Tsingtau.
 NORE, British str., for Shanghai.
 PAKHOI, British str., for Swatow.
 PHRANANO, German str., for Bangkok.
 YU SHUN, Chinese str., for Shanghai.

SHIPPING REPORTS.
 The Brit. str. Anshu reports: Strong N.E. wind.
 The French str. Hanpi reports: Strong breeze in the Tonkin Gulf.
 The Brit. str. Haitan reports: Had moderate N.E. breeze and cloudy, clear weather.

VESSELS IN DOCK.
 September 8th.
 TAIKOO DOCK—
 Anshu at No. 2 Slip.
 Hanpi at Seawall.
 Duncker at Seawall.
 Cowrie at Dock.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
 The E. & A. str. Eastern from Sydney, &c., left Manila on the 5th inst., morning, for this Port.
 The E. & A. str. Aldenham left Sydney on the 5th inst. for Queensland Port, Manila and this Port.

THE FRENCH MAIL.
 The M.M. str. Yarra, with the French Mail of the 14th ultimo, and mails from London of the 13th ultimo, will leave Saigon on the 9th inst., at 3 p.m., and is expected to arrive here on the 12th inst. at daylight.

THE INDIAN MAIL.
 The Indo-China str. Lataing from Calcutta and the Straits left Singapore for this Port on the 6th inst.

THE AMERICAN MAIL.
 The P.M. str. Mongolia is due to arrive at Hongkong on the 12th inst., at noon.
 The T.K.K. str. Tanyo Maru left Yokohama on the 5th inst., and is due to arrive at this Port on the 13th inst.

The T.K.K. str. Nippon Maru sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.

MERCHANT STEAMERS.
 The H.A. Line str. Spezia left Kobe via Fookchow on the 1st inst. a.m., and may be expected here to-day.
 The I.G.M. str. Prinz Sigismund left Kobe on the 4th inst., at 5 a.m., and may be expected here to-day a.m.

The Mergul Line str. Pathan sailed from the United Kingdom on the 2nd ultimo for Hongkong via Straits.
 The O.S.K. str. Panama Maru left Tacoma for this Port via Japan and Manila on the 5th ultimo, and is expected to arrive here on or about the 13th inst.

The N.Y.K. str. Cayton Maru (Bombay Line) left Bombay for this Port via Colombo and Singapore on the 26th ult., and is expected here on the 13th inst.

The O.S.K. str. Seattle Maru left Tacoma, Wash., for this Port on the 20th ultimo, and is expected to arrive here on or about the 27th inst.

PASSENGERS.

ARRIVED.

Per Anshu, from Shanghai, Messrs A. Robertson, H. Madison and Tait.
 Per Haitan, from Coast Ports, Mrs. and Miss Hancock, Messrs Carvalho (4), Mrs. Miss and Master Thom, Messrs Thomas, Hargreaves and Law.

Per Empress of India, from Vancouver, &c., Mr. M. C. Lyde, Miss C. E. Jackson, Mr. C. P. Coan, Mr. C. T. Durrell, Mrs. Durrell, Mr. H. Leonard, Miss M. E. Billings, Rev. C. A. Burgess, Mrs. Burgess, Miss G. M. Hald, Mr. and Mrs. Milford, Major F. C. Sandbourne Palmer, Mrs. J. B. Saunders, Mr. P. T. Tester, Comdr. George Trowby, Eng.-Comdr. F. C. Williams, Paymaster H. G. Wilson, Lt. Albert E. Dixie, Eng.-Lt. W. C. Koppel, Lieut. E. L. Harton, Lt. D. W. S. Douglas, Lt. P. W. S. King, Lt. A. Johnston, Lt. F. P. O. Bridgman, Asst.-Paymaster Robertson, Asst.-Paymaster C. K. Lloyd, Mr. Patrick Cahman, Lt. Gillespie Rents, Capt. E. S. Fitzherbert, Mr. O. L. L. Williams, Dr. J. B. Saunders, Mr. J. F. Sharpe, Mr. Weglin, Mr. A. E. Robson, Mr. James D. Logan and son, Mr. Th. T. Logan, Mr. Wm. Hall, Mr. D. K. Blair and Mr. J. R. Price.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIC	6,232	F. S. Cowley	27th September.
* KUMERIC	6,232	G. B. McGill	20th October.
* AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.
 * These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 9th September, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong. "EMPRESS OF INDIA" SAT., 17th Sept. "EMPRESS OF JAPAN" SAT., 8th Oct. "EMPRESS OF CHINA" SAT., 29th Oct. "MONTEAGLE" TUESDAY, 8th Nov.

From Quebec. "ALLAN LINE" FRIDAY, 14th Oct. "EMPRESS OF IRELAND" FRIDAY, 4th Nov. "ALLAN LINE" FRIDAY, 25th Nov.

From St. John, N.B. "EMPRESS OF BRITAIN" FRIDAY, 16th Dec. "ALLAN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 5 P.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's new Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO. HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to Marseilles & London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
DELHI	February 4	MANTUA	March 4	March 10
ARCADIA	February 18	MALWA	March 18	March 24
ASSAYE	March 4	MACEDONIA 10500	April 1	April 7
MARMORA	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEYANHA	April 1	MOEDAVIA 10000	April 29	May 5
DELHI	April 15	MONGOLIA 10000	May 13	May 19
ASSAYE	April 29	MOREA 11000	May 27	June 2
DELTA	May 13	MOOLTAN 10000	June 10	June 16

2. Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surplus):
 1st SALOON £71.10 SINGLE £106.14 RETURN.
 2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG	Due LONDON
* SUNDIA	January	about 25
* NUBIA	February	about 8
* SYRIA	March	about 8
* NORE	March	about 22
* PALAWAN	April	about 5
* BORNEO	April	about 19
* SICILIA	May	about 3
* SUMATRA	May	about 31
* NILE	June	about 14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surplus):
 1st SALOON £55.0 SINGLE £82.10 RETURN.
 2nd £33.0 £57.4

* Carry 1st and 2nd Saloon Passengers.
 For further Particulars, apply to—

E. A. HEWETT,
 SUPERINTENDENT.
 1002

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
MANILA, ANGAUR, YAP, MAROUN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Sunday, 11th Sept., at 10 A.M.
YOKOHAMA & KOBE	"COBLENZ"	6,750	About 20th September.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW"	16,900	Thursday, 21st Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ EITELFRIEDRICH"	16,000	About 21st Sept.
KUDAT and SANDAKAN	"BORNEO"	5,050	End of September

* Fitted with wireless Telegraphy New System of Telefunken.
 For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHRS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 8th September, 1910.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"YARRA"	Capt. Ristorcelli On 12th Sept., P.M.
MARSEILLES VIA PORTS	"V. DE LA CLOTAT"	Capt. Barillen On 13th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANUS"	Capt. Seller On 26th Sept., P.M.
MARSEILLES, VIA PORTS	"TOURANE"	Capt. Lancelotti On 27th Sept., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Delavie; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
 Queen's Building.
 Hongkong, 31st August, 1910.

NOTICES TO CONSIGNEES
 SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI
 SEDE IN ROMA.

NOTICE TO CONSIGNEES.
 FROM BOMBAY AND SINGAPORE.

THE Steamship "CAPRI,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo Ex. S.S. "Gatesburg" from Göteborg.

HAMBURG-AMERICA LINE,
 Hongkong Office.
 Hongkong, 5th September, 1910. [1027]

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.
 FROM NEW YORK.

THE Steamship "BLOEMFONTEIN."

Captain Patterson, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 12th inst., at 2.30 P.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo Ex. S.S. "Dandolo" from Venice.

Transhipped at Port Said.

NORDDEUTSCHER LLOYD, BREMEN, MELCHERS & Co.,
 General Agents
 Hongkong, 6th September, 1910. [5]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd.,
 Agents.
 Hongkong, 30th August, 1910. [8]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

THE Steamship "LIGHTNING."

Captain E. P. Smith, will be despatched for the above Ports TO-DAY, the 9th inst., at Noon.

For Freight or Passage, apply to **DAVID SASSOON & Co., Ltd.,** Agents.

Hongkong, 7th September, 1910. [1011]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. SAINT PATRICK, About 10th Sept.

For Freight and further information, apply to **DODWELL & Co., Ltd.,** Agents.

Hongkong, 5th September, 1910. [963]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI
 SEDE IN ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LUGERNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALTAJO.

(Taking Cargo at through rates to PERSIAN GULF and BAHRAIN, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI."

Captain Moreau, will be despatched as above on TUESDAY, the 13th Sept., at Noon.

For further particulars regarding Freight and Passage, apply to **CARLOWITZ & Co.,** Agents.

Hongkong, 9th September, 1910. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this Port for Bombay, &c., on SATURDAY, the 17th September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOULTAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PRESIA," due to London on the 15th October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to **E. A. HEWETT,** Superintendent.

Hongkong, 5th September, 1910. [1]

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship "CARNARVONSHIRE"

Captain Gregory, will be despatched as above on or about the 17th September.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** Agents.

Hongkong, 31st August, 1910. [999]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RIJME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS.)

THE Company's Steamship "VOBWAERTS."

Captain Bodnar, will be despatched as above on THURSDAY, the 29th Sept.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight apply to **SANDER, WIELER & Co.,** Agents.

Hongkong, 31st August, 1910. [3]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "NAMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 7th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co**

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

JUST NOW FOR SALE:

**5 FIELD FORGES,
1 COLLECTION IMITATION
JEWELLERY,
AND SOME OTHER SMALL CONSIGNMENTS.**

PLEASE APPLY TO MY OFFICE.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Chusan*, with the Siberian mail, is due to arrive at Hongkong on Sunday, the 11th inst.
The *Yarra*, with the French mail of the 12th August, leaves Saigon on Friday, the 9th inst., at 3 a.m., and may be expected here on or about Monday, the 12th inst.

FOR	PER	DATE.
Swatow, Amoy and Foochow	Haitan	Friday, 9th, 9.00 A.M.
Haifong	Sambha	Friday, 9th, 9.00 A.M.
Shanghai, Kobe and Moji	Namany	Friday, 9th, 11.00 A.M.
SIBERIAN MAIL TO EUROPE		
Singapore, Penang and Calcutta	Lightning	Friday, 9th, 11.00 A.M.
Sourabaya	Shinchi Maru	Friday, 9th, 11.15 P.M.
Macao	Sui Tai	Friday, 9th, 3.00 P.M.
Manila	Yuenang	Friday, 9th, 3.00 P.M.
Amoy, Hoilo and Cebu	Sungking	Friday, 9th, 3.00 P.M.
Kobe	Fukui Maru	Friday, 9th, 5.00 P.M.
Holow and Port Coubot	Holstein	Friday, 9th, 5.00 P.M.
Manila	Bubi	Saturday, 10th, 11.00 A.M.
Macao	Sui Tai	Saturday, 10th, 1.15 P.M.
Swatow, Amoy and Tientsin	Huichow	Saturday, 10th, 5.00 P.M.
Swatow, Singapore and Bangkok	Pongtong	Saturday, 10th, 5.00 P.M.
Hongkong	Onsang	Saturday, 10th, 5.00 P.M.

Shanghai... SIBERIAN MAIL TO EUROPE ...
Letters ... 6.00 P.M.

Manila, Angaur, Yap, Friedrich Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle
Pakhoi and Haiphong
Swatow
Singapore, Penang and Bombay
Ningpo and Shanghai
Swatow, Amoy and Foochow

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Singapore, Penang and Calcutta ...
Swatow ...
Tientsin ...
Manila ...

KREELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKAICHI, YOKOHAMA, HONOLULU & SAN FRANCISCO

Port Darwin Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle
EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to NOON Extra Postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed on Friday, the 16th inst., at 5 P.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA & VANCOUVER (B.C.)
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EUROPE, &c., INDIA VIA TUTICORIN
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ELECTRIC IRONS

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS THE MASTER THE AMAN
can iron her own delicate faces. can iron his own ties. can do all other ironing in half the time and without grumbling.

The only CLEAN method of Ironing.

The only HEALTHY method of Ironing.

The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fires.

HEALTHY because you dispense with the necessary for stifling fires, and in the height of summer ironing can be carried on in PLEASANT COOLNESS without inhaling the poisonous fumes given off by gas or charcoal irons.

CONVENIENT because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

WILLIAM C. JACK & CO., LTD.,

Electrical Engineers,

14, DES VŒUX ROAD CENTRAL, HONGKONG.

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 8TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$830, buyers (\$88, r. div.)
National Bank of China, Limited	99,925	\$7	46	\$76, buyers
Bank of China Eastern Agency, Limited	6,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$8, sal. & buy.
China Light and Power Company, Limited	50,000	\$10	\$10	\$1, sal. & buy.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	Tls. 10	\$5.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 57.
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
RAILWAYS.				
Swire Farm Company, Limited	40,000	\$7 1/2	\$6	\$19, buyers
DOCKS AND WHARVES.				
Hongkong & Wharves Dock Co., Ltd.	60,000	\$50	all	\$53, buyers
Hongkong & Wharves Dock Co., Ltd.	50,000	\$50	all	\$53, buyers
New Amoy Dock Co., Limited	10,000	\$50	all	\$53, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 116, x. div.
IRONWORKS.				
Green Island Cement Co., Limited	400,000	\$10	\$10	\$5, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205.
Hongkong Electric Co., Limited	40,000	\$10	\$10	\$20, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$104, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$82, sellers
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	\$25	\$135.
Hongkong South China Steam Fisheries Co., Ltd.	60,000	\$10	\$10	\$21, sellers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180, sal. & buy.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, buyers
China Traders Insurance Co., Limited	24,000	\$35.35	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$155, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,000	\$250	\$100	\$825, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	\$10	\$8, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
MINING.				
Société Française des Carrières du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$74, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$1	\$11, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Luon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
STEAMSHIP COMPANIES.				
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sales
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$26, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$60, L'don
Shell Transport & Trading Co., Limited	60,000 deb.	\$1	\$1	\$86.
Star Ferry Company, Limited	2,300,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$12, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$5, sales
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10
Wm. Powell, Limited	15,000	\$7	\$7	\$14
Watkins, Limited	10,000	\$10	\$10	\$64, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$12, buyers
Weissmann, Limited	3,000	\$10	\$10	\$11, sellers
United Asbestos Oriental Agency, Limited	9,900 pref.	\$10	\$10	\$30.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$8, buyers
RUBBERS.				
Anglo-Malaya	750,000	2/-	all	6/-
Anglo-Malaya	1,500,000	2/-	all	25/-
Batigones	151,200	\$1	all	\$140 (Sts.)
Batu Tiges	70,000	\$1	all	10/-
Bukit Kajangs	80,000	\$1	all	65/-
Castelfields, fully paid	30,000	\$1	all	120/-
Cheviots	70,000	\$1	all	21.5 prem.
Eastern and International	250,000	\$1	all	117.6
Highlands and Lowlands	307,143	\$1	all	6.3 prem.
Kamunings	1,825,000	\$1	all	—
Kuala Lumpur	100,000	2/-	all	—
Labas	100,000	\$1	all	90/-
Leidbury's	900,000	2/-	all	55/-
Linggis	1,266,000	2/-	all	13/-
London Asiatics	—	—	all	6.6
Merlemaus	1,750,000	2/-	all	7.5
Pegohs	—	—	all	\$28 (Sts.)
Sandycrofts	50,000	\$2	all	\$31, x. div. (Str.)
Sapongs	100,000	\$1	all	27.6
Shelfords	65,000	\$2	all	72.6
Singapore and Johore	925,000	2/-	all	\$14 (Str.)
Sunatun Feras	90,000	2/-	all	—
Sungai-Kapars	90,000	2/-	all	—
United Serdangs	170,000	\$1	all	120/-

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
VERNON & SMYTH, Share-Brokers.				

CROSSLEY BROTHERS, LTD. OPENSHEAW, MANCHESTER.

MAKERS OF:
GAS & OIL ENGINES,
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CARS,
GAS PLANTS
FOR
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AND HEATING
PURPOSES, TO
WORK WITH ALL
KINDS OF FUEL.
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PRESSURE SYSTEMS.
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PLANTS, &c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT
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W. R. LOXLEY & CO.,

YOKE BUILDINGS.

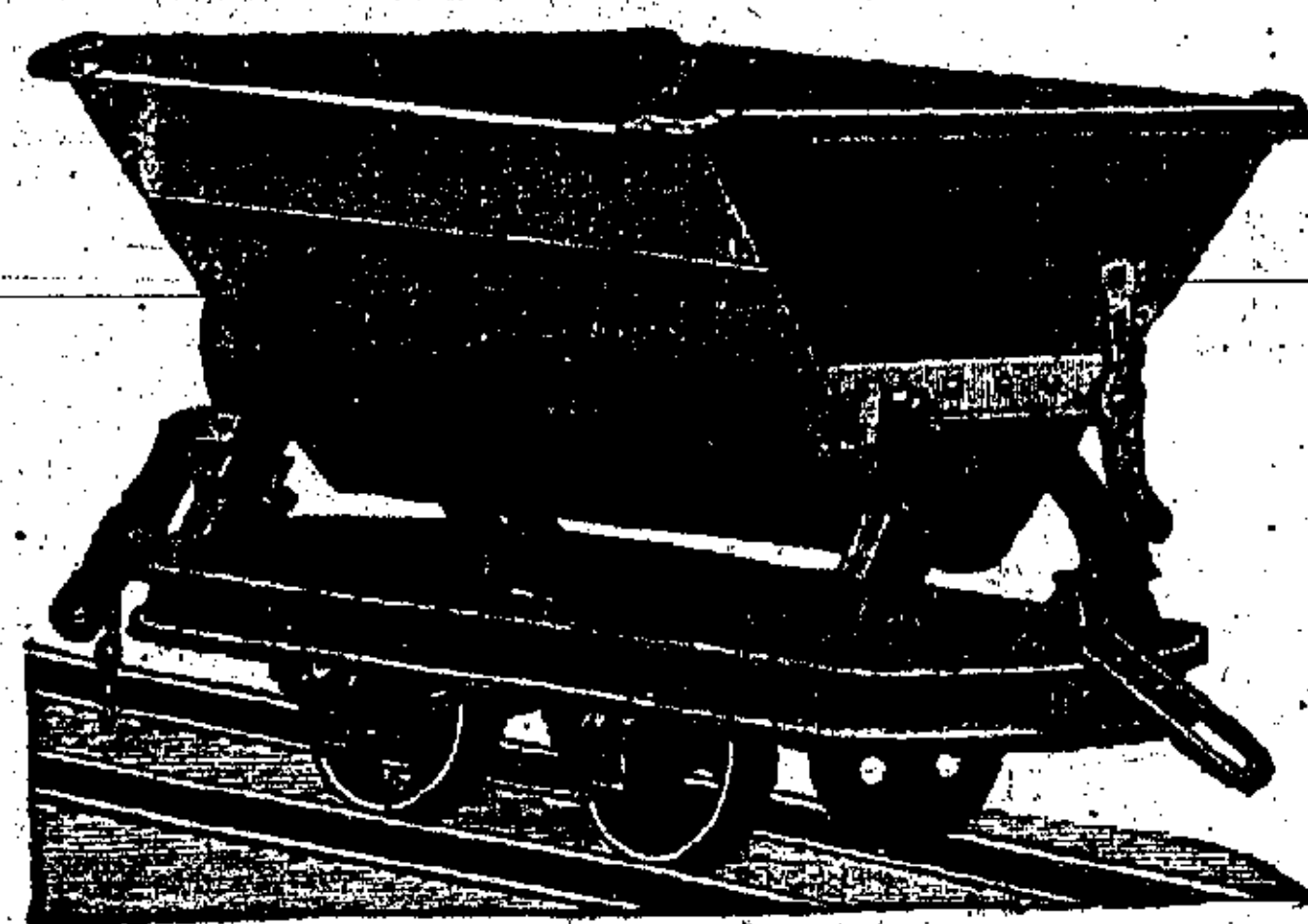
Orenstein & Koppel,

Berlin, London, Calcutta, etc.,

MANUFACTURERS OF

Portable and Permanent Railways,

Materials of every description for full size and small gauge Railways, as



Locomotives, Passenger and Goods Carriages.

Rails of various gauges, as well as Track, Switches, Turntables.

Tipping Cars, Bogies, Signals, etc., etc.

Also Implements and Tools for Railway Construction and other purposes.

Always in Stock at Shanghai and Hongkong.

General Agents for China:

SIEMSEN & CO.,

Machinery Dept.

Hongkong and Canton.

1860-3

TO-DAY	OPIMUM.
9 P.M.—Warwick Major's Comedy Co., at Theatre Royal—"You Never Can Tell."	September 8th.
FORTHCOMING EVENTS.	Quotations are:—
Saturday, 10th Sept.—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., 12.30 P.M.	Malwa New ... \$1,900/1,950 per picul.
Saturday, 17th Sept.—Eighteenth Half-Yearly Drawing of Sixty-Five Debentures of Hongkong Club, 11 A.M.	Malwa Old ... \$1,960/2,000 "
Saturday, 17th Sept.—Ninth Ordinary Annual Meeting of China Light and Power Co., Ltd., Noon.	Malwa Older ... \$2,010/2,050 "
Tuesday, 20th Sept.—Extraordinary General Meeting of Hongkong Club, 5.15 P.M.	Malwa V. Old ... \$2,060/2,100 "
Saturday, 24th Sept.—Ordinary General Meeting of Douglas Steamship Co., Ltd., Noon.	Persian fine quality ... \$1,400/1,500 "
	Persian extra fine ... \$1,900 "
	Patna New ... per chest.
	Patna Old ... \$1,975 "
	Banaras New ... \$1,975 "
	Banaras Old ... \$1,975 "

COMMERCIAL.	ARRIVALS AT HOME.
EXCHANGE	September 6th—Alcinous, Inverclyde.
CLOSING QUOTATIONS.	
September 8th.	VISITORS TO CANTON.
ON LONDON:—	Should Purchase
Telegraphic Transfer ... 1/9 1/2	"FROM HONGKONG TO CANTON,
Bank Bills, on demand ... 1/9 1/2	BY THE PEARL RIVER."
Bank Bills, at 30 days' sight ... 1/9 1/2	
Bank Bills, at 4 months' sight ... 1/9 1/2	BY
Credit, at 4 months' sight ... 1/9 1/2	CAPTAIN C. V. LLOYD.
Documentary Bills 4 months' sight ... 1/10	With Illustrations, Maps and Plans.
ON PARIS:—	Price ... \$1.75
Bank Bills, on demand ... 226	On Sale at—
Credit, at 4 months' sight ... 250	Hongkong: "Daily Press" Office.
ON GERMANY:—	Messrs. KELLY & WALSH.
On demand ... 163	Messrs. H. RUTONJEE & SONS, Kow-
ON NEW YORK:—	loon Store, No. 36, Haiphong Road.
Bank Bills, on demand ... 45 1/2	Messrs. HUNG CHEONG, Haiphong Road.
Credit, at 60 days' sight ... 44 1/2	Mr. AH YAU, Hongkong Ferry Wharf (Ball)
ON BOMBAY:—	
Telegraphic Transfer ... 133 1/2	
Bank, on demand ... 133 1/2	
ON CALCUTTA:—	
Telegraphic Transfer ... 133 1/2	
Bank, on demand ... 133 1/2	
ON SHANGHAI:—	
Bank, at sight ... 74 1/2	
Private, 30 days' sight ... 75 1/2	
ON YOKOHAMA:—	
On demand ... 75 1/2	
ON MANILA:—	
On demand—Pesos—77 1/2	
ON SINGAPORE:—	
On demand ... 76 1/2	
ON BATAVIA:—	
On demand ... 107 1/2	
ON HATYONG:—	
On demand ... 14 1/2, p.m.	
ON SAIGON:—	
On demand ... 1 1/2, p.m.	
ON HONGKONG:—	
On demand ... 65 1/2	
Sovereigns, Bank's Buying Rate ... \$11.15	
Gold LEAP, 100 fine, per tael ... \$50.50	
SILVER, per oz. ... 24 1/2	

NOTICE TO KOWLOON RESIDENTS	THE MERCANTILE LITHOGRAPHIC.
EXTRA COPIES of Daily Press are on	47, DES VŒUX ROAD CENTRAL, HONGKONG.
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KOWLOON BOOK STALL, Ferry Wharf	
Messrs. H. RUTONJEE & SONS, Kow-	
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Mr. AH YAU, Hongkong Ferry Wharf (Ball)	

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Hongkong, 14th July, 1910. [328]

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